M.R.O. 1—77,006—8-6-37.

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(2) Date of repair_____

3 Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works. **DEPARTMENT.**

G.O. No. 3079-3080. Press / Mis.

93-95

Dated 6-12- 1871.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 6th December 1871.

No. 93. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 7th November 1871, No. 485 :—

I HAVE the honour to forward, for submission to the Government of India, the report of progress made in the construction of the Madras Railway for the quarter ended 30th September 1871, accompanied by a brief descriptive report.

Brief Descriptive Report submitted with Progress Report for quarter ending 30th September 1871.

SOUTH-WEST LINE.

Large bridges.—The expenditure under this head is due to the foot-paths and hand-rails which are now being put on to the most important girder bridges to facilitate their inspection in stormy weather.

Fencing.—This refers to the wire-fencing now being erected along 5 miles of the line between Shoranore and Perpengady in consequence of failure of the aloe-fence at that locality.

Goods' shed.—Under this heading are included the Goods' godown and platform at Cadgoody Station and the Salt godown at Colar road.

Small items.—These consist of an extra siding at Colar road, boundary wall, and stables, and alteration to platforms at new Central Station, Madras.

NORTH-WEST LINE.

Large bridges.—See large bridges, South-West Line.

Platform.—This refers to the station-house platform and covered platform at Raichore Station.

Passenger buildings.—These include the Station-house, European and Native urinals, refreshment-room, and godown at Raichore station.

Goods' shed.—The Goods' shed and platform, also the Salt godown at Raichore, are referred to under this heading.

Watering arrangements.—These include the following works at Raichore, namely, wash-out cock in Engine shed, well staging, water column, piping and laying do., and Tank-house.

Staff Quarters.—Under this item are included the following buildings at Raichore, namely, Staff bungalow, Station Master's bungalow, Apothecary's, Double Engine-drivers', Single Engine-driver's, 2 Firemen's, Telegraph Signallers', Guards' and Permanent-way Inspector's bungalow; also Permanent-way Inspectors' bungalow at Poody and Gooty, Guards' Barracks at Cuddapah, Telegraph Signallers' bungalow at Gooty and Bellary branch Junction, Permanent-way Inspectors' bungalow at Goondacul and Bellary, and Station Master's bungalow at Adony.

Engine shed.—The engine shed and carriage shed at Raichore are the works referred to.

Small items.—Under this heading are included the following works at Raichore, namely, shear legs, double engine pit, two blowing off pits, engine turn-table, carriage turn-table, weigh bridge, 6 Scotch blocks, 8 signals, Miscellaneous works, Weigh bridge office, Deputy Post-master's bungalow and cash godown; also signals at Goondacul Junction, level crossing at Cuddapah, extra siding at Adony, Post Office at Goondacul, and Engineer's stores and workshop at Bellary.

NEILGHERRY BRANCH.

Earth-works.—This item refers to earth-works in cuttings and embankments.

Small bridges, large bridges.—Under these headings the expenditure on excavation of foundations and on masonry is included.

Fencing.—The expenditure on ditch and mound fencing at 9th and 10th mile, and on planting and watering aloes at the 21st mile, is included under this head.

Other items.—This item includes Engineer's out-bungalow, Engineer's Office, making petty road, contingent establishment, and extra earth-work in extra drains.

Permanent-way.—Under this head are the charges for loading and stacking permanent-way materials.

Passenger buildings.—This item refers to the station-houses and Native urinals at Karamady and Tudialoor stations.

Small items.—Under this heading are included all the Miscellaneous works at Karamady and Tudialoor stations.

(Signed) B. ANDERSON,
Chief Engineer.

MADRAS RAILWAY.

A.—*General Progress Report of Works on the South-West Line for the quarter ending 30th September 1871.*

Reference to head of Estimate.	Details.	Total Estimate. Indian Expenditure	Total Estimate. Value of English Stores.	Actual Indian Expenditure. During quarter.	Actual Indian Expenditure. Total from commencement to end of quarter.	Number. Total.	Number. Finished	Number. In hand.	Quantities. Total as per Estimate.	Quantities. Executed during quarter.	Quantities. Executed to end of quarter.	Probable date. Of completion.	Probable date. By which the Permanent-way could be laid, if urgently required.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.								
I.	Preliminary expenses	.....	.....	.....	.....	...	...	...	...	...	...	...	.....
II.	Land												
III.	Construction of Line	14,194 0 0	10,577 0 0	4,194 0 0	7,742 0 0	...	...	...	...	...	...	...	.....
	Earth-work { In cutting and embankments	.....	.....	.....	.....	...	...	...	...	...	...	...	.....
	Earth-work { Rock cutting ...	.....	.....	.....	.....	...	...	...	...	...	...	...	.....
	Small bridges	.....	.....	.....	.....	...	...	...	...	...	...	...	.....
	Large bridges	7,300 0 0	1,193 0 0	4,000 0 0	4,000 0 0	No. 13	No. 1	No. 12	...	...	...	31st Dec. 1871.	.....
	Fencing	6,886 0 0	11,124 0 0	194 0 0	3,742 0 0	Miles. 10	M. Ch. 9 28½	Chains. 51¼	...	...	...	Do.	.....
	Other items...	.....	.....	.....	.....	...	...	...	...	...	...	..	.....
IV.	Ballasting and Permanent-way ...	.....	.....	.....	.....	...	...	...	...	...	...	...	.....
	Ballast ... { Collected ...												
	Ballast ... { Spread ...												
	Rails ... { Lifted												
	Rails ... { Linked in ...												
	Rails ... { In Depôt ...												
	Sleepers ... { Lifted ... { Iron ...	.....	.....	.....	.....								
	Sleepers ... { Lifted ... { Wood ...												
	Sleepers ... { Laid ... { Iron ...												
	Sleepers ... { Laid ... { Wood ...												
	Sleepers ... { In Depôt ... { Iron ...												
	Sleepers ... { In Depôt ... { Wood ...												
V.	Stations and buildings as per Statement C.	31,675 0 0	1,445 0 0	11,966 0 0	13,734 0 0	6	5	5	...	...	...	..	.....
	a. Platforms	.....	.....	.....	.....	...	...	...	...	...	...	..	.....
	b. Passengers' buildings ...	.....	.....	.....	.....	...	...	...	...	...	...	..	.....
	c. Goods' shed	5,182 0 0	.....	682 0 0	2,218 0 0	2	1	1	...	...	...	31st Dec. 1871.	.....
	d. Watering arrangements ...	.....	.....	.....	.....	...	...	...	...	...	...	..	.....
	e. Staff quarters	.....	.....	.....	.....	...	...	...	...	...	...	..	.....
	f. Engine shed	.....	.....	.....	.....	...	...	...	...	...	...	..	.....
	g. Small items	26,503 0 0	1,445 0 0	11,304 0 0	16,566 0 0	4	...	4	...	...	...	Not known.	.....
VI.	Telegraph	.....	.....	.....	.....	...	...	...	...	...	...	..	.....
VII.	Plant	12,000 0 0	.....	1,154 0 0	1,154 0 0	..	...	...	...	...	...	..	.....
VIII.	Rolling Stock *vide* Statement D. ...	.....	.....	6,935 0 0	35,112 0 0	...	...	...	...	...	...	..	.....
IX.	Maintenance	.....	.....	.....	.....	...	...	...	...	...	...	..	.....
X.	Establishment	3,10,000 0 0											
XI.	Contingencies	12,000 0 0	.....	73,373 0 0	1,47,049 0 0	...	...	...	...	...	...	..	.....

This includes the expenditure for the North-West Line establishment.

CHIEF ENGINEER'S OFFICE,
25th October 1871.

(Signed) F. CHURCH,
Chief Auditor.

(Signed) G. R. WALKER, Lieutenant, R.E.,
Government Examiner.

(Signed) B. ANDERSON,
Chief Engineer.

A.—*General Progress Report of Works on the*

Reference to head of Estimate.	Details.	Total Estimate. Indian Expenditure	Total Estimate. Value of English stores.	Actual Indian Expenditure. During quarter.	Actual Indian Expenditure. Total from commencement to end of quarter.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
I.	Preliminary expenses	.....	.....	.....	.....
II.	Land				
III.	Construction of Line	[illegible]	[illegible]	11,418 0 0	11,418 0 0
	Earth-work. In cutting and embankments	.....	.....	.....	.....
	Earth-work. Rock cutting ...				
	Small bridges	.....	.....	.....	.....
	Large bridges as per Statement B. ...	25,151 0 0	4,225 0 0	11,418 0 0	11,418 0 0
	Fencing	.....	.....	.....	.....
	Other items				
IV.	Ballast and Permanent-way ...	.....	.....	.....	.....
	Ballast ... Collected ...				
	Ballast ... Spread ...				
	Rails ... Lifted ...				
	Rails ... Linked in ...				
	Rails ... In Depôt ...				
	Sleepers ... Lifted ... Iron ...	.....	.....	.....	.....
	Sleepers ... Lifted ... Wood ...				
	Sleepers ... Laid ... Iron ...				
	Sleepers ... Laid ... Wood ...				
	Sleepers ... In Depôt... Iron ...				
	Sleepers ... In Depôt... Wood ...				
V.	Stations and buildings as per Statement C.	[illegible]	[illegible]	15,034 0 0	3,32,741 0 0
	a. Platforms	27,204 0 0	8,600 0 0	816 0 0	2,389 0 0
	b. Passenger buildings ...	36,357 0 0	2,738 0 0	501 0 0	34,926 0 0
	c. Goods' shed	38,746 0 0	12,120 0 0	1,305 0 0	25,556 0 0
	d. Watering arrangements ...	11,106 0 0	4,533 0 0	4 0 0	9,490 0 0
	e. Staff quarters	89,456 0 0	.....	9,009 0 0	65,286 0 0
	f. Engine shed	51,333 0 0	23,840 0 0	431 0 0	30,449 0 0
	g. Small items	1,02,876 0 0	88,048 0 0	3,458 0 0	64,145 0 0
VI.	Telegraph	.....	.....	.....	.....
VII.	Plant				
VIII.	Rolling Stock as per Statement D....				
IX.	Maintenance	4,69,890 0 0	.....	1,09,442 0 0	3,51,054 0 0
X.	Establishment	.....	.....	.....	.....
XI.	Contingencies				

Chief Engineer's Office,
25*th October* 1871.

(Signed) F. CHURCH,
Chief Auditor.

North-West Line for the quarter ending 30th September 1871.

Number. Total.	Number. Finished.	Number. In hand.	Quantities. Total as per Estimate.	Quantities. Executed during quarter.	Quantities. Executed to end of quarter.	Probable Date. Of completion.	Probable Date. By which the Permanent-way could be laid if urgently required.	Remarks.
...	...	...	...	...	...	...	.....	
...	...	...	...	...	...	...	.....	
...	...	...	...	...	...	...	.....	
...	...	...	...	...	...	...	.....	
36	4	32	...	...	...	31st Dec. 1871.	.....	
...	...	...	...	...	...	...	.....	
...	...	...	...	...	...	...	.....	
...	...	...	...	...	...	...	.....	
2	1	1						
4	4	..						
3	1	2						
1	...	1	...	...	...	...	31st March 1872.	
17	9	8						
2	...	2						
17	...	17						
...	...	...	...	...	...	...	.....	
...	...	...	...	...	...	...	.....	
...	...	...	...	...	...	...	.....	The expenditure for establishment is included in the South-West Line return.

(Signed) G. R. WALKER, Lieutenant, R.E.,
Government Examiner.

(Signed) B. ANDERSON,
Chief Engineer.

A.—*General Progress Report of Works on the Neilgherry Branch Line for the quarter ending 30th September 1871.*

Reference to head of Estimate.	Details.	Total Estimate. Indian Expenditure.	Total Estimate. Value of English stores.	Actual Indian Expenditure. During quarter.	Actual Indian Expenditure. Total from commencement to end of quarter.	Number. Total.	Number. Finished.	Number. In Hand.	Quantities. Total as per Estimate.	Quantities. Executed during quarter.	Quantities. Executed to end of quarter.	Permanent Way. Total arrived in Port.	Permanent Way. Arrived in Port during quarter.	Probable Date. Of completion.	Probable Date. By which the Permanent-way could be laid if urgently required.	Remarks.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.											
I.	Preliminary expenses	.....	.....	.....	10,954 0 0	...	...	...	...	...	...	...	...	...	.....	
II.	Land	.....	.....	.....	.....	...	...	...	...	...	...	...	...	...	.....	
III.	Construction of Line	7,[illegible]	67,[illegible]	83,[illegible]	1,[illegible]	...	...	...	[illegible]	[illegible]	[illegible]	...	...	1873, 31st Mar.	.....	
	Earth-work { In cutting and embankments ...	2,26,038 0 0	.....	52,731 0 0	53,205 0 0	...	...	...	8,22,030	2,73,426	2,73,426	...	...		.....	
	Earth-work { Rock cutting ...	.....	.....	.....	.....	...	...	...	...	...	...	...	...		.....	
	Small bridges	2,07,046 0 0	20,375 0 0	23,843 0 0	23,843 0 0	No. 100	No.	No. 100	...	...	...	...	...		.....	
	Large bridges	1,93,852 0 0	76,855 0 0	1,012 0 0	1,012 0 0	10 Miles. 50·52	Miles.	10 Miles.	...	...	...	...	...	1873. 31st Mar.	.....	
	Fencing	36,681 0 0	.....	882 0 0	882 0 0	...	...	...	...	...	...	...	...		.....	
	Other items	1,28,514 0 0	.....	3,864 0 0	77,890 0 0	...	...	...	...	...	...	...	...		.....	
IV.	Ballasting and Permanent-way ...	1,71,[illegible]	6,[illegible]	6,373 0 0	12,177 0 0	[illegible]	...	...	...	...	...	...	...		.....	
	Ballast ... { Collected. ... Spread ...	65,700 0 0	.....	4,059 0 0	4,059 0 0	25·26	...	...	...	...	...	...	...	1873, 31st Mar.	.....	
	Rails ... { Lifted ... Linked in ... In Depôt. ...	.....	.....	.....	.....	...	...	...	...	...	...	Rails. 16,901	Rails. 83	...	.....	
	Sleepers ... { Lifted ... { Iron ... Wood ...	2,05,408 0 0	6,58,883 0 0	2,313 0 0	8,118 0 0	25·26	...	...	...	...	...	...	...	1873, 31st Mar.	.....	
	Sleepers ... { Laid ... { Iron ... Wood ...	.....	.....	.....	.....	...	...	...	...	...	...	Pot sleepers. 59,164	...	...	.....	
	Sleepers ... { In Depôt. { Iron ... Wood ...															
V.	Stations and buildings as per Statement C.	[illegible]	[illegible]	[illegible]	[illegible]	...	...	...	...	...	...	...	...	[illegible]	.....	
	a. Platforms ...	4,973 0 0	.....	.....	.....	2	...	...	...	...	...	...	...		.....	
	b. Passenger buildings ...	9,641 0 0	1,343 0 0	137 0 0	137 0 0	4	...	...	...	...	...	...	...		.....	
	c. Goods' shed	.....	.....	.....	.....	...	...	...	...	...	...	...	...		.....	
	d. Watering arrangements ...	.....	.....	.....	.....	...	...	...	...	...	...	...	...		.....	
	e. Staff quarters	.....	.....	.....	.....	...	...	...	...	...	...	...	...	1873. 31st Mar	.....	
	f. Engine shed	.....	.....	.....	.....	...	...	...	...	...	...	...	...		.....	
	g. Small items	.....	.....	.....	.....	...	...	...	...	...	...	...	...		.....	
		9,472 0 0	12,998 0 0	75 0 0	75 0 0	25	...	...	...	...	...	...	...		.....	
VI.	Telegraph	.....	.....	.....	.....	...	...	...	...	...	...	...	...	...	.....	
VII.	Plant	1,477 0 0	.....	0 15 0	0 15 0	...	...	...	...	...	...	...	...	...	.....	
VIII.	Rolling Stock as per Statement D....	.....	.....	.....	.....	...	...	...	...	...	...	...	...	...	.....	
IX.	Maintenance	83,366 0 0	.....	.....	.....	...	...	...	...	...	...	...	...	...	.....	
X.	Establishment	.....	.....	5,056 0 0	15,729 0 0	...	...	...	...	...	...	...	...	...	.....	
XI.	Contingencies															

CHIEF ENGINEER'S OFFICE,
25th October 1871.

(Signed) F. CHURCH,
Chief Auditor.

(Signed) G. R. WALKER, Lieutenant, R. E.,
Government Examiner.

(Signed) B. ANDERSON,
Chief Engineer.

MADRAS RAILWAY.

B.—Progress Report of large bridges on the South-West Line for the quarter ending 30th September 1871.

Names of Bridges.	Foundations.	Abutment and Piers up to springing or girder level.	Arching or erection of girders.	Other items—Hand Railings.	Remarks.
Palar Bridge—					
At 106 miles 21 chains	.....	.....	.....	.....	
a. Per-centage done	.....	.....	.....	.....	14-32 feet and 5-63 feet openings with wrought iron girders.
b. Date of completion	.....	.....	.....	Finished.	
At 112 miles 38 chains	.....	.....	.....	.....	
a. Per-centage	.....	.....	.....	.....	5-20 feet opening with wrought iron girders.
b. Date of completion	.....	.....	.....	95·00	
At 125 miles 71 chains	.....	.....	.....	31st Oct. 1871.	
a. Per-centage done	.....	.....	.....	.....	12-31 feet do. do. do.
b. Date of completion	.....	.....	.....	95·00	
At 175 miles 20 chains	.....	.....	.....	31st Oct. 1871.	
a. Per-centage done	.....	.....	.....	.....	2-20 feet and 2-30 feet do.
b. Date of completion	.....	.....	.....	90·00	
At 175 miles 64 chains	.....	.....	.....	31st Oct. 1871.	
a. Per-centage done	.....	.....	.....	.....	2-50 feet opening do. do.
b. Date of completion	.....	.....	.....	90·00	
Caurery Bridge—				31st Oct. 1871.	
At 241 miles 40 chains	.....	.....	.....	.....	
a. Per-centage done	.....	.....	.....	.....	2-62 feet and 20-64 feet openings do.
b. Date of completion	.....	.....	.....	94·00	
At 242 miles 55 chains	.....	.....	.....	31st Oct. 1871.	
a. Per-centage done	.....	.....	.....	.....	5-20 feet openings do. do.
b. Date of completion	.....	.....	.....	94·00	
At 334 miles 25 chains	.....	.....	.....	31st Oct. 1871.	
a. Per-centage done	.....	.....	.....	.....	3-30 feet do. do. do.
b. Date of completion	.....	.....	.....	35·00	
Thootha Bridge—				31st Oct. 1871.	
At 373 miles 59 chains	.....	.....	.....	.....	
a. Per-centage done	.....	.....	.....	.....	12-62 feet do. do. do.
b. Date of completion	.....	.....	.....	35·00	
				31st Oct. 1871.	
At 385 miles 55 chains	.....	.....	.....	.....	5-20 feet do. do. do.
a. Per-centage done	.....	.....	.....	35·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
Tiroor Bridge—					
At 387 miles 60 chains	.....	.....	.....	.....	5-70 feet do. do. do.
a. Per-centage done	.....	.....	.....	35·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
At 393 miles 23 chains	.....	.....	.....	.....	3-70 feet do. do. do.
a. Per-centage done	.....	.....	.....	35·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
Kuddlehoondy Bridge—					
At 403 miles 22 chains	.....	.....	.....	.....	20-70 feet do. do. do.
a. Per-centage done	.....	.....	.....	35·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	

MADRAS,
25th October 1871.

(Signed) B. ANDERSON,
Chief Engineer.

C.—Progress Report of Stations on the South-West Line for the quarter ending 30th September 1871.

MADRAS,
25th October 1871.

Proceedings of the Madras Government, Public Works Department, 6th December 1871.

MADRAS RAILWAY.

B.—*Progress Report of large Bridges on the North-West line for the quarter ending 30th September* 1871.

Names of Bridges.	Foundation.	Abutment and Piers up to springing or girder level.	Arching or erection of girders.	Other items—Hand railings.	Remarks.
At 95 miles 38 chains ...	.....	.....	.....	.....	5·20 feet opening with wrought iron girders.
Per-centage done...	.....	.....	.....		
Date of completion	.....	.....	.....	Finished.	
At 107 miles 36 chains ...	.....	.....	.....	.....	5·47 feet do. do. do.
Per-centage done...	.....	.....	.....	90·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 112 miles 75 chains	.....	.....	.....	.....	8·20 feet do. do. do.
Per-centage done...	.....	.....	.....	90·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
Cheyair bridge—					
At 135 miles 50 chains ...	.....	.....	.....	.....	38·64 feet do. do. do.
Per-centage done	.....	.....	.....		
Date of completion	.....	.....	.....	Finished.	
At 142 miles 24 chains ...	.....	.....	.....	.....	2·62 feet 10 inches do. do.
Per-centage done...	.....	.....	.....		
Date of completion	.....	.....	.....	Finished.	
At 153 miles 32 chains ...	.....	.....	.....	.....	5·30 feet do. do. do.
Per-centage done...	.....	.....	.....		
Date of completion	.....	.....	.....	Finished.	
Cuddapah bridge—					
At 162 miles 10 chains ...	.....	.....	.....	.....	8·60 feet do. do. do.
Per-centage done...	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
Rallavanka bridge—					
At 165 miles 50 chains...	.....	.....	.....	.....	9·51 feet 10¼ inches do. do.
Per-centage done...	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 170 miles 56 chains ...	.....	.....	.....	.....	7·30 feet do. do. do.
Per-centage done...	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	

Proceedings of the Madras Government, Public Works Department, 6th December 1871.

Paupugnee bridge—					
At 174 miles 74 chains	.....	.....	.....	.....	20·70 feet opening with wrought iron girders.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 179 miles 4 chains ...	.....	.....	.....	.....	5·50 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
Jerrgoodpaud bridge—					
At 179 miles 54 chains	.....	.....	.....	.....	28·16 feet do. do. do.
Per-centage done...	.....	.....	.....	70 00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
Matagupully—					
At 180 miles 49 chains	.....	.....	.....	.....	7·49 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 196 miles 4 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	70 00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 205 miles 28 chains	.....	.....	.....	.....	3·31 feet 3½ inches. do. do.
Per-centagedone	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 207 miles 24 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
Chittravutty bridge—					
At 211 miles 55 chains	.....	.....	.....	.....	40·70 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 215 miles 70 chains	.....	.....	.....	.....	4·30 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
Jotoor bridge—					
At 231 miles 74 chains...	.....	.....	.....	.....	4·64 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31stOct. 1871.	
At 233 miles 22 chains	.....	.....	.....	.....	2·64 feet do. do. do.
Per-centage	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	

Progress Report of large Bridges on the North-West Line, etc.,—(Continued.)

Names of Bridges.	Foundation.	Abutment and Piers up to springing or girder level.	Arching or erection of girders.	Other items—Hand railings.	Remarks.
Penair bridge—					
At 233 miles 48 chains	.....	.....	.....	.....	24·64 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 238 miles 11 chains	.....	.....	.....	.....	6·30 feet do. do. do.
Per-centagedone	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 245 miles 36 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 248 miles 36 chains	.....	.....	.....	.....	4·64 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 248 miles 60 chains	.....	.....	.....	.....	2·64 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 257 miles 72 chains	.....	.....	.....	.....	5·30 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 258 miles 55 chains	.....	.....	.....	.....	4·64 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 263 miles 13 chains	.....	.....	.....	.....	4·64 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 277 miles 43 chains	.....	.....	.....	.....	5·30 feet do. do. do.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
At 284 miles 70 chains	.....	.....	.....	.....	7·30 feet do. do. do.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
At 286 miles 61 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
Huggry bridge—					
At 297 miles 14 chains	.....	.....	.....	.....	34·64 feet opening with wrought iron girder.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
At 285 miles 58 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
At 315 miles 65 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
At 327 miles 18 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
Toongabudra bridge—					
At 333 miles 51 chains	.....	.....	.....	.....	58·64 feet do. do. do.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	

MADRAS,
25th October 1871.

(Signed) B. ANDERSON,
Chief Engineer.

Proceedings of the Madras Government, Public Works Department, 6th December 1871.

MADRAS RAILWAY.

C.—*Progress Report of Stations on the North-West Line for the quarter ending 30th September 1871.*

Station.	A. Platform.	B. Passenger Buildings.	C. Goods' Shed.	D. Watering Arrangement.	E. Staff Quarters.	F. Engine Shed.	G. Small Items.	Remarks.
RAICHORE STATION.								
Per-centage done ...	70·00*	Finished.	90·00†	90·00‡	Finished.	70·00†	75·00	† Waiting for roof. * Covered platform-work stopped. ‡ Waiting for sanction of alteration proposed.
Date of completion ...	31st March 1872.	*Nil.*	31st March 1872.	31st March 1872.	*Nil.*	31st March 1872.	31st March 1872.	

MADRAS,
25th October 1871.

(Signed) B. ANDERSON,
Chief Engineer.

MADRAS RAILWAY.

B —*Progress Report of large Bridges on the Neilgherry Branch Line from* 0 *mile to* 25 *miles* 28 *chains for the quarter ending 30th September* 1871.

Names of Bridges.	Foundations.	Abutments and Piers up to springing or girder level.	Arching or erection of girder.	Other Items.	Remarks.
At 11 miles 7 chains—Vonkah	.....	.....	.....	.....	4·64 feet opening with wrought iron girders.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 5 miles 29 chains—Vonkah...	.....	.....	.....	.....	Double 64 feet do. do. do.
Per-centage done	1	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 10 miles 11 chains – Vonkah	.....	.....	.....	.....	Do. do. do. do.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 12 miles 3 chains—Vonkah...	.....	.....	.....	.....	Do. do. do. do.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 5 miles 68 chains—Vonkah...	.....	.....	.....	.....	3·50 feet do. do. do.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 6 miles 46 chains—Vonkah...	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 19 miles 4 chains—Vonkah	.....	.....	.....	.....	4·64 feet do. do. do.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 21 miles 20 chains—Nullah	.....	.....	.....	.....	Single 20 feet arch.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 21 miles 76 chains—Nullah	.....	.....	.....	.....	Do. 12 do.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 24 miles 46 chains—Nullah	.....	.....	.....	.....	Do. 9 feet opening with wrought iron girder.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	

MADRAS,
25th October 1871.

(Signed) B. ANDERSON,
Chief Engineer.

MADRAS RAILWAY.

C.—Progress Report of Stations on the Neilgherry Branch Line for the quarter ending 30th September 1871.

Stations.	A. Platform.	B. Passenger buildings.	C. Goods' shed.	D. Watering arrangements.	E. Staff quarters.	F. Engine shed.	G. Small Items.	Remarks.
Tudialoor Station—								
Per-centage done	...	*Nil.*	...	...	*Nil.*	...	...	
Date of completion	...	...	...	...	...	...	...	
Karamady Station—								
Per-centage done	...	*Nil.*	...	...	*Nil.*	...	...	
Date of completion	...	...	...	...	...	...	...	

(Signed) B. ANDERSON,
Chief Engineer.

Madras,
25th October 1871.

D.—General Progress Report of Work in erecting and building Locomotive and Rolling Stock for quarter ending 30th September 1871.

	Number sanctioned.	Number erected up to 31st March 1871.	Number erected during current year. During quarter.	Number erected during current year. To end of quarter.	Building or under erection at end of quarter.	Arrived at Shop during quarter.	Arrived at Port during quarter.	Balance to arrive in Port.	Remarks.
Locomotives	126	126	.....	.....	.....	.....	.....	.....	
Tenders	106	106	.....	.....	.....	.....	.....	.....	
Sleeping carriages	4	4	.....	.....	.....	.....	.....	.....	
First class do.	22	15	.....	.....	.....	.....	.....	.....	
Second class do.	57	55	.....	.....	.....	.....	.....	.....	
Second do. do. brakes	5	.....	.....	.....	.....	.....	.....	.....	
Third do. do. do.	30	30	.....	.....	.....	.....	.....	.....	
Third do. do.	207	146	.....	.....	25	.....	.....	.....	
Cooly-class or covered carriages ...	25	25	.....	.....	.....	.....	.....	.....	
Third do. upper-storied carriages ...	2	2	.....	.....	.....	.....	.....	.....	
Composite carriages	31	26	.....	.....	.....	.....	.....	.....	
Night do. do.	16	6	.....	.....	.....	.....	.....	.....	
Engineer's Inspection carriage with brake	1	1	.....	.....	.....	.....	.....	.....	
Passenger luggage-vans	25	25	.....	.....	.....	.....	.....	.....	
Carriage trucks	30	20	.....	.....	.....	.....	.....	.....	
Horse-boxes	50	30	.....	10	10	.....	.....	.....	
Ballast waggons	293	244	.....	.....	.....	.....	.....	.....	
Open-sided Goods' waggons ...	30	302	.....	.....	.....	.....	.....	.....	
Open Goods' waggons	50	*50	.....	.....	.....	.....	.....	.....	
High-sided open Goods' waggons ...	2,152	1,860	.....	.....	.....	.....	.....	.....	
High open Goods' waggons	5	5	.....	.....	.....	.....	.....	.....	
Road waggons with brake ...	25	22	.....	.....	.....	.....	.....	.....	
Covered Goods' waggons	75	†28	.....	.....	.....	.....	.....	.....	
Coke waggons	360	‡410	.....	.....	.....	.....	.....	.....	
Timber trucks	150	144	.....	.....	.....	.....	.....	.....	
Gun-powder vans	3	3	.....	.....	.....	.....	.....	.....	
Oil Store-vans	3	3	.....	.....	.....	.....	.....	.....	
Water trucks	4	4	.....	.....	.....	.....	.....	.....	
Cattle waggons	35	35	.....	.....	.....	.....	.....	.....	
Platform trucks	.....	§ 6	.....	.....	.....	.....	.....	.....	
Goods' brake vans	69	41	19	19	.....	.....	.....	.....	
Road waggons	7	7	.....	.....	.....	.....	.....	.....	
Travelling cranes	4	4	.....	.....	.....	.....	.....	.....	
Fire-engine trucks	2	.....	.....	.....	.....	.....	.....	.....	
Buffer springs	.....	.....	.....	.....	.....	820	.....	.....	
Carriage and waggon springs ...	.....	.....	.....	.....	.....	319	.....	.....	
Draw springs	.....	.....	.....	.....	.....	.....	.....	.....	
Axles	.....	.....	.....	.....	.....	.....	.....	.....	
Wheels, pairs of	.....	.....	.....	.....	.....	.....	.....	.....	
Sets of iron work carriages ...	.....	.....	.....	.....	.....	.....	.....	.....	
Do. do. waggons ...	.....	.....	.....	.....	.....	.....	.....	.....	
	3,772	3,553	19	29	35	1,139	.....	.....	

* Sanction received in Government Order Nos. 272 and 3,004, dated 22nd January and 12th December 1870, for conversion of two of these vehicles into Fire-engine trucks, 292 into high-sided open goods waggons, and 10 into carriage trucks.

† Sanction received from Consulting Engineer No. 397, dated 14th May 1864, for conversion of three of these vehicles into road brake-waggons.

‡ Sanction received in Government Order No. 3,004, dated 12th December 1870, for conversion of fifty of these vehicles into covered goods' waggons.

§ Sanction received from Consulting Engineer No. 397, dated 14th May 1864, for conversion of these six vehicles into timber-trucks.

Perambore,
25th October 1871.

Certified as to the number sanctioned and to number erected.
(Signed) F. CHURCH,
Chief Auditor.

(Signed) W. B. WRIGHT,
Locomotive Superintendent.

Proceedings of the Madras Government, Public Works Department, 6th December 1871.

No. 94. ORDER THEREON, 6th December 1871, No. 3,079.

RAILWAY, No. 18.

ORDERED that these papers be forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Proceedings of the Madras Government, Public Works Department, 6th December 1871.

No. 93. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 7th November 1871, No. 485:—

I HAVE the honour to forward, for submission to the Government of India, the report of progress made in the construction of the Madras Railway for the quarter ended 30th September 1871, accompanied by a brief descriptive report.

Brief Descriptive Report submitted with Progress Report for quarter ending 30th September 1871.

SOUTH-WEST LINE.

Large bridges.—The expenditure under this head is due to the foot-paths and hand-rails which are now being put on to the most important girder bridges to facilitate their inspection in stormy weather.

Fencing.—This refers to the wire-fencing now being erected along 5 miles of the line between Shoranore and Perpengady in consequence of failure of the aloe-fence at that locality.

Goods' shed.—Under this heading are included the Goods' godown and platform at Cadgoody Station and the Salt godown at Colar road.

Small items.—These consist of an extra siding at Colar road, boundary wall, and stables, and alteration to platforms at new Central Station, Madras.

NORTH-WEST LINE.

Large bridges.—See large bridges, South-West Line.

Platform.—This refers to the station-house platform and covered platform at Raichore Station.

Passenger buildings.—These include the Station-house, European and Native urinals, refreshment-room, and godown at Raichore station.

Goods' shed.—The Goods' shed and platform, also the Salt godown at Raichore, are referred to under this heading.

Watering arrangements.—These include the following works at Raichore, namely, wash-out cock in Engine shed, well staging, water column, biping and laying do., and Tank-house.

Staff Quarters.—Under this item are included the following buildings at Raichore, namely, Staff bungalow, Station Master's bungalow, Apothecary's, Double Engine-drivers', Single Engine-driver's, 2 Firemen's, Telegraph Signallers', Guards' and Permanent-way Inspector's bungalow; also Permanent-way Inspectors' bungalow at Poody and Gooty, Guards' Barracks at Cuddapah, Telegraph Signallers' bungalow at Gooty and Bellary branch Junction, Permanent-way Inspectors' bungalow at Goondacul and Bellary, and Station Master's bungalow at Adony.

Engine shed.—The engine shed and carriage shed at Raichore are the works referred to.

Small items.—Under this heading are included the following works at Raichore, namely, shear legs, double engine pit, two blowing off pits, engine turn-table, carriage turn-table, weigh bridge, 6 Scotch blocks, 8 signals, Miscellaneous works, Weigh bridge office, Deputy Post-master's bungalow and cash godown; also signals at Goondacul Junction, level crossing at Cuddapah, extra siding at Adony, Post Office at Goondacul, and Engineer's stores and workshop at Bellary.

NEILGHERRY BRANCH.

Earth-works.—This item refers to earth-works in cuttings and embankments.

Small bridges, large bridges.—Under these headings the expenditure on excavation of foundations and on masonry is included.

Fencing.—The expenditure on ditch and mound fencing at 9th and 10th mile, and on planting and watering aloes at the 21st mile, is included under this head.

Other items.—This item includes Engineer's out-bungalow, Engineer's Office, making petty road, contingent establishment, and extra earth-work in extra drains.

Permanent-way.—Under this head are the charges for loading and stacking permanent-way materials.

Passenger buildings.—This item refers to the station-houses and Native urinals at Karamady and Tudialoor stations.

Small items.—Under this heading are included all the Miscellaneous works at Karamady and Tudialoor stations.

(Signed) B. ANDERSON,
Chief Engineer.

MADRAS

A.—*General Progress Report of Works on the*

RAILWAY.

South-West Line for the quarter ending 30th September 1871.

Reference to head of Estimate.	Details.	Total Estimate. Indian Expenditure.	Total Estimate. Value of English Stores.	Actual Indian Expenditure. During quarter.	Actual Indian Expenditure. Total from commencement to end of quarter.	Number. Total.	Number. Finished	Number. In hand.	Quantities. Total as per Estimate.	Quantities. Executed during quarter.	Quantities. Executed to end of quarter.	Probable date. Of completion	Probable date. By which the Permanent-way could be laid, if urgently required.	Remarks.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.									
I.	Preliminary expenses	...	.....	.....	.....	..	...	...	...	...	...	...	.....	
II.	Land	...	.....	.....	.....	...	...	...	...	...	...	...	.....	
III.	Construction of Line	14,... 0 0	12,317 6 9	4,104 6 0	7,742 6 6	...	...	...	...	...	...	...	.....	
	Earth-work { In cutting and embankments	...	.....	.....	.....	...	...	...	...	...	...	...	.....	
	Earth-work { Rock cutting ...	...	.....	.....	.....	...	...	...	...	...	...	...	.....	
	Small bridges	...	.....	.....	.....	...	...	...	...	...	...	...	.....	
	Large bridges	7,800 0 0	1,193 0 0	4,000 0 0	4,000 0 0	No. 13	No. 1	No. 12	...	...	...	31st Dec. 1871,	.....	
	Fencing	6,886 0 0	11,124 0 0	194 0 0	3,742 0 0	Miles. 10	M. Ch. 9 28½	Chains. 51½	...	...	...	Do.	.....	
	Other items...	...	.....	.....	.....	...	...	...	...	...	...	...	.....	
IV.	Ballasting and Permanent-way ...	...	.....	.....	.....	...	...	...	...	...	...	...	.....	
	Ballast ... { Collected ...													
	Ballast ... { Spread ...													
	Rails ... { Lifted													
	Rails ... { Linked in ...													
	Rails ... { In Depôt ...													
	Sleepers ... Lifted ... { Iron ...	.....	.....	.....	.....	6	1	5	...	...	...	...	.....	
	Sleepers ... Lifted ... { Wood ...													
	Sleepers ... Laid ... { Iron ...					.....	...	...	...	...	...	...	.....	
	Sleepers ... Laid ... { Wood ...					...	...	...	...	...	...	...	.....	
	Sleepers ... In Depôt ... { Iron ...					2	1	1	...	...	...	31st Dec. 1871.	.....	
	Sleepers ... In Depôt ... { Wood ...					...	...	...	...	...	...	...	.....	
V.	Stations and buildings as per Statement C.	...	1,445 0 0	11,... 0 0	18,734 0 6	...	...	...	...	...	...	...	.....	
	a. Platforms	.....	.....	.....	.....	...	...	...	...	...	...	...	.....	
	b. Passengers' buildings ...	.....	.....	.....	.....	...	...	...	...	...	...	...	.....	
	c. Goods' shed	5,182 0 0	.....	692 0 0	2,218 0 0	...	...	...	...	...	...	...	.....	
	d. Watering arrangements ...	.....	.....	.....	.....	...	...	...	...	...	...	...	.....	
	e. Staff quarters	.....	.....	.....	.....	...	...	...	...	...	...	...	.....	
	f. Engine shed	.....	.....	.....	.....	4	...	4	...	...	...	Not known.	.....	
	g. Small items	20,503 0 0	1,445 0 0	11,304 0 0	16,566 0 0	...	...	...	...	...	...	...	.....	
VI.	Telegraph	.....	... ...	.....	.....	...	...	...	...	...	...	...	.....	
VII.	Plant	12,000 0 0	.....	1,154 0 0	1,154 0 0	...	...	...	...	...	...	...	.....	
VIII.	Rolling Stock *vide* Statement D. ...	...	.....	6,935 0 0	85,112 0 0	...	...	...	...	...	...	...	.....	
IX.	Maintenance	.....	.....	.....	.....	...	...	...	...	...	...	...	.....	This includes the expenditure for the North-West Line establishment.
X.	Establishment	3,10,000 0 0	... ...	73,373 0 0	1,47,049 0 0									
XI.	Contingencies	12,000 0 0												

CHIEF ENGINEER'S OFFICE,
25th October 1871.

(Signed) F. CHURCH,
Chief Auditor.

(Signed) G. R. WALKER, Lieutenant, R.E.,
Government Examiner.

(Signed) B. ANDERSON,
Chief Engineer.

A.—*General Progress Report of Works on the North-West Line for the quarter ending 30th September 1871.*

Reference to head of Estimate.	Details.	Total Estimate. Indian Expenditure.	Total Estimate. Value of English stores.	Actual Indian Expenditure. During quarter.	Actual Indian Expenditure. Total from commencement to end of quarter.	Number. Total.	Number. Finished.	Number. In hand.	Quantities. Total as per Estimate.	Quantities. Executed during quarter.	Quantities. Executed to end of quarter.	Probable Date. Of completion.	Probable Date. By which the Permanent-way could be laid if urgently required.	Remarks.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.									
I.	Preliminary expenses	.....	.....	.....	.....	...	...	...	...	...	...	...	.....	
II.	Land	.....	.....	.....	.....	78	4	53	...	...	...	...	.....	
III.	Construction of Line	[illegible]	[illegible]	11,418 0 0	11,418 0 0									
	Earth-work. In cutting and embankments	.....	.....	.....	.....	...	...	...	...	...	...	...	.....	
	Earth-work. Rock cutting ...					...	...	...	...	...	...	...	.....	
	Small bridges	.....	.....	.....	.....	36	4	32	...	...	...	31st Dec. 1871.	.....	
	Large bridges as per Statement B. ...	25,151 0 0	4,225 0 0	11,418 0 0	11,418 0 0									
	Fencing	.....	.....	.....	.....	...	...	...	...	...	...	...	.....	
	Other items					...	...	...	...	...	...	...	.....	
IV.	Ballast and Permanent-way ...	.....	.....	.....	.....									
	Ballast ... Collected ...	.....	.....	.....	.....	...	...	...	...	...	...	...	.....	
	Ballast ... Spread ...													
	Rails ... Lifted ...					...	...	...	...	...	...	...	.....	
	Rails ... Linked in ...													
	Rails ... In Depôt ...													
	Sleepers ... Lifted ... Iron ...					...	...	...	...	...	...	...	.....	
	Sleepers ... Lifted ... Wood ...													
	Sleepers ... Laid ... Iron ...					2	1	1						
	Sleepers ... Laid ... Wood ...					4	4	..						
	Sleepers ... In Depôt... Iron ...					3	1	2						
	Sleepers ... In Depôt... Wood ...					1	...	1	...	...	...	...	31st March 1872.	
						17	9	8						
						2	...	2						
						17	...	17						
V.	Stations and buildings as per Statement C.	[illegible]	2,579 6 6	15,624 8 4	2,53,741 8 4									
	a. Platforms	27,201 0 0	8,600 0 0	316 0 0	2,389 0 0	...	...	...	...	...	...	...	.....	
	b. Passenger buildings ...	36,357 0 0	2,738 0 0	501 0 0	34,926 0 0	...	...	...	...	...	...	...	.....	
	c. Goods' shed	38,746 0 0	13,120 0 0	1,305 0 0	25,556 0 0	...	...	...	...	...	...	...	.....	
	d. Watering arrangements ...	11,106 0 0	4,533 0 0	4 0 0	9,490 0 0	...	...	...	...	...	...	...	.....	
	e. Staff quarters	89,456 0 0	.....	9,009 0 0	65,286 0 0	...	...	...	...	...	...	...	.....	
	f. Engine shed	51,238 0 0	23,840 0 0	431 0 0	30,449 0 0	...	...	...	...	...	...	...	.....	
	g. Small items	1,02,676 0 0	89,048 0 0	3,458 0 0	64,145 0 0	...	...	...	...	...	...	...	.....	
VI.	Telegraph	.....	.....	.....	.....	...	...	...	...	...	...	...	.....	
VII.	Plant					...	...	...	...	...	...	...	.....	
VIII.	Rolling Stock as per Statement D....					...	...	...	...	...	...	...	.....	The expenditure for establishment is included in the South-West Line return.
IX.	Maintenance	4,69,890 0 0	.....	1,09,442 0 0	3,51,054 0 0									
X.	Establishment	.....	.....	.....	.....									
XI.	Contingencies													

Chief Engineer's Office,
25th October 1871.

(Signed) F. CHURCH,
Chief Auditor.

(Signed) G. R. WALKER, Lieutenant, R.E.,
Government Examiner.

(Signed) B. ANDERSON,
Chief Engineer.

A.—*General Progress Report of Works on the Neilgherry Branch Line for the quarter ending 30th September* 1871.

Reference to head of Estimate.	Details.	Total Estimate. Indian Expenditure.	Total Estimate. Value of English stores.	Actual Indian Expenditure. During quarter.	Actual Indian Expenditure. Total from commencement to end of quarter.	Number. Total.	Number. Finished.	Number. In Hand.	Quantities. Total as per Estimate.	Quantities. Executed during quarter.	Quantities. Executed to end of quarter.	Permanent Way. Total arrived in Port.	Permanent Way. Arrived in Port during quarter.	Probable Date. Of completion.	Probable Date. By which the Permanent-way could be laid if urgently required.	Remarks.
I.	Preliminary expenses	.....	.....	.....	10,954 0 0	...	...	...	...	...	...	...	...	...	.....	
II.	Land	.....	.....	.....	.....	...	...	...	...	...	...	...	...	...	.....	
III.	Construction of Line	[illegible]	[illegible]	[illegible]	[illegible]	...	...	...	[illegible]	[illegible]	[illegible]	...	...	1873. 31st Mar.	.....	
	Earth-work { In cutting and embankments	2,26,058 0 0	.....	52,731 0 0	53,205 0 0	...	...	...	8,22,030	2,73,426	2,73,426	...	...	1873. 31st Mar.	.....	
	Earth-work { Rock cutting ...	.....	.....	.....	.....	...	...	...	...	...	...	...	...		.....	
	Small bridges	2,07,046 0 0	20,375 0 0	23,843 0 0	23,843 0 0	No. 109	No. ...	No. 100	...	...	...	...	...		.....	
	Large bridges	1,93,853 0 0	76,855 0 0	1,012 0 0	1,012 0 0	10 Miles. 50·52	... Miles. ...	10 Miles. ...	...	...	...	...	...		.....	
	Fencing	86,681 0 0	.....	882 0 0	882 0 0	...	...	...	...	...	...	...	...		.....	
	Other items	1,28,514 0 0	.....	3,864 0 0	77,890 0 0	25·26	...	...	...	...	...	...	...		.....	
IV.	Ballasting and Permanent-way ...	[illegible]	[illegible]	[illegible]	[illegible]											
	Ballast ... { Collected. ...	65,700 0 0	.....	4,059 0 0	4,059 0 0	25·26	...	...	...	...	...	...	...	1873. 31st Mar.	.....	
	Ballast ... { Spread					...	...	...	...	...	...	Rails. 10,901	Rails. 83	...	.....	
	Rails ... { Lifted	.....	.....	.....	.....											
	Rails ... { Linked in ...															
	Rails ... { In Depôt. ...															
	Sleepers ... { Lifted ... { Iron ...	2,05,408 0 0	6,58,883 0 0	2,313 0 0	8,118 0 0	25·26	...	...	...	...	...	...	...	1873. 31st Mar.	.....	
	Sleepers ... { Lifted ... { Wood ...					...	...	...	...	...	...	Pot sleepers. 59,464	...	...	.....	
	Sleepers ... { Laid ... { Iron ...	.....	.....	.....	.....											
	Sleepers ... { Laid ... { Wood ...															
	Sleepers ... { In Depôt. { Iron ...															
	Sleepers ... { In Depôt. { Wood ...															
V.	Stations and buildings as per Statement C.	[illegible]	[illegible]	[illegible]	[illegible]	...	...	...	...	...	...	...	...	Do.	.....	
	a. Platforms	4,173 0 0	.....	.....	.....	2	...	...	...	...	...	...	...		.....	
	b. Passenger buildings ...	9,461 0 0	1,348 0 0	137 0 0	137 0 0	4	...	...	...	...	...	...	...		.....	
	c. Goods' shed	.....	.....	.....	.....	...	...	...	...	...	...	...	...		.....	
	d. Watering arrangements ...	.....	.....	.....	.....	...	...	...	...	...	...	...	...		.....	
	e. Staff quarters	.....	.....	.....	.....	...	...	...	...	...	...	...	...	1873. 31st Mar	.....	
	f. Engine shed	.....	.....	.....	.....	...	...	...	...	...	...	...	...		.....	
	g. Small items	.....	.....	.....	.....	25	...	...	...	...	...	...	...		.....	
VI.	Telegraph	9,472 0 0	12,998 0 0	75 0 0	75 0 0	...	...	...	...	...	...	...	...		.....	
VII.	Plant	.....	.....	.....	.....	...	...	...	...	...	...	...	...	...	.....	
VIII.	Rolling Stock as per Statement D....	1,477 0 0	.....	0 15 0	0 15 0	...	...	...	...	...	...	...	...	...	.....	
IX.	Maintenance	.....	.....	.....	.....	...	...	...	...	...	...	...	...	...	.....	
X.	Establishment	83,166 0 0	.....	.....	.....	...	...	...	...	...	...	...	...	...	.....	
XI.	Contingencies	.....	.....	5,056 0 0	15,729 0 0											

CHIEF ENGINEER'S OFFICE,
25th October 1871.

(Signed) F. CHURCH,
Chief Auditor.

(Signed) G. R. WALKER, Lieutenant, R. E.,
Government Examiner.

(Signed) B. ANDERSON,
Chief Engineer.

MADRAS RAILWAY.

B.—Progress Report of large bridges on the South-West Line for the quarter ending 30th September 1871.

Names of Bridges.	Foundations.	Abutment and Piers up to springing or girder level.	Arching or erection of girders.	Other items—Hand Railings.	Remarks.
Palar Bridge—					
At 106 miles 21 chains	.....	.....	.....	.....	14-32 feet and 5-63 feet openings with wrought iron girders.
a. Per-centage done	.....	.....	.....	Finished.	
b. Date of completion	.....	.....	.....		
At 112 miles 38 chains	.....	.....	.....	.....	5-20 feet opening with wrought iron girders.
a. Per-centage	.....	.....	.....	95·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
At 125 miles 71 chains	.....	.....	.....	.....	12-31 feet do. do. do.
a. Per-centage done	.....	.....	.....	95·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
At 175 miles 20 chains	.....	.....	.....	.....	2-20 feet and 2-30 feet do.
a. Per-centage done	.....	.....	.....	90·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
At 175 miles 64 chains	.....	.....	.....	.....	2-50 feet opening do. do.
a. Per-centage done	.....	.....	.....	90·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
Cauvery Bridge—					
At 241 miles 40 chains	.....	.....	.....	.....	2-62 feet and 20-64 feet openings do.
a. Per-centage done	.....	.....	.....	94·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
At 242 miles 55 chains	.....	.....	.....	.....	5-20 feet openings do. do.
a. Per-centage done	.....	.....	.....	94·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
At 334 miles 25 chains	.....	.....	.....	.....	3-30 feet do. do. do.
a. Per-centage done	.....	.....	.....	35·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
Thootha Bridge—					
At 373 miles 59 chains	.....	.....	.....	.....	12-62 feet do. do. do.
a. Per-centage done	.....	.....	.....	35·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
At 385 miles 55 chains	.....	.....	.....	.....	5-20 feet do. do. do.
a. Per-centage done	.....	.....	.....	35·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
Tiroor Bridge—					
At 387 miles 60 chains	.....	.....	.....	.....	5-70 feet do. do. do.
a. Per-centage done	.....	.....	.....	35·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
At 395 miles 23 chains	.....	.....	.....	.....	3-70 feet do. do. do.
a. Per-centage done	.....	.....	.....	35·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	
Kuddlehoondy Bridge—					
At 403 miles 22 chains	.....	.....	.....	.....	20-70 feet do. do. do.
a. Per-centage done	.....	.....	.....	35·00	
b. Date of completion	.....	.....	.....	31st Oct. 1871.	

(Signed) B. ANDERSON,
Chief Engineer.

MADRAS,
25th October 1871.

C.—Progress Report of Stations on the South-West Line for the quarter ending 30th September 1871.

Nil.

(Signed) B. ANDERSON,
Chief Engineer.

MADRAS,
25th October 1871.

MADRAS RAILWAY.

B.—*Progress Report of large Bridges on the North-West line for the quarter ending 30th September* 1871.

Names of Bridges.	Foundation.	Abutment and Piers up to springing or girder level.	Arching or erection of girders.	Other items—Hand railings.	Remarks.
At 95 miles 38 chains ...	.....	.....	.....	.....	5·20 feet opening with wrought iron girders.
Per-centage done...	.....	.....	.....		
Date of completion	.....	.....	.....	Finished.	
At 107 miles 36 chains ...	.....	.....	.....	.....	5·47 feet do. do. do.
Per-centage done...	.....	.....	.....	90·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 112 miles 75 chains	.....	.....	.....	.....	8·20 feet do. do. do.
Per-centage done...	.....	.....	.....	90·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
Cherair bridge—					
At 135 miles 50 chains ...	.....	.....	.....	.....	38·64 feet do. do. do.
Per-centage done ...	.....	.....	.....		
Date of completion	.....	.....	.....	Finished.	
At 142 miles 24 chains ...	.....	.....	.....	.....	2·62 feet 10 inches do. do.
Per-centage done...	.....	.....	.....		
Date of completion	.....	.....	.....	Finished.	
At 153 miles 32 chains ...	.....	.....	.....	.....	5·30 feet do. do. do.
Per-centage done...	.....	.....	.....		
Date of completion	.....	.....	.....	Finished.	
Cuddapah bridge—					
At 162 miles 10 chains ...	.....	.....	.....	.....	8·60 feet do. do. do.
Per-centage done...	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
Rallavanka bridge—					
At 165 miles 50 chains...	.....	.....	.....	.....	9·51 feet 10¼ inches do. do.
Per-centage done...	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 170 miles 56 chains ...	.....	.....	.....	.....	7·30 feet do. do. do.
Per-centage done...	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	

Proceedings of the Madras Government, Public Works Department, 6th December 1871.

Paupugnee bridge—					
At 174 miles 74 chains	.....	.....	.....	.....	20·70 feet opening with wrought iron girders.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 179 miles 4 chains ...	.....	.....	.....	.....	5·50 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
Jerrgoodpaud bridge—					
At 179 miles 54 chains	.....	.....	.....	.....	28·16 feet do. do. do.
Per-centage done...	.....	.....	.....	70 00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
Matagupully—					
At 180 miles 49 chains	.....	.....	.....	.....	7·49 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 196 miles 4 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 205 miles 28 chains	.....	.....	.....	.....	3·31 feet 3½ inches. do. do.
Per-centagedone	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 207 miles 24 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
Chittravutty bridge—					
At 211 miles 55 chains	.....	.....	.....	.....	40·70 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 215 miles 70 chains	.....	.....	.....	.....	4·30 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
Jotoor bridge—					
At 231 miles 74 chains...	.....	.....	.....	.....	4·64 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 233 miles 22 chains	.....	.....	.....	.....	2·64 feet do. do. do.
Per-centage	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	

Progress Report of large Bridges on the North-West Line, etc.,—(Continued.)

Names of Bridges.	Foundation.	Abutment and Piers up to springing or girder level.	Arching or erection of girders.	Other items—Hand railings.	Remarks.
Penair bridge—					
At 233 miles 48 chains	.....	.....	.....	.....	24·64 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 238 miles 11 chains	.....	.....	.....	.....	6·30 feet do. do. do.
Per-centagedone	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 245 miles 30 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 248 miles 36 chains	.....	.....	.....	.....	4·64 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 248 miles 60 chains	.....	.....	.....	.....	2·64 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 257 miles 72 chains	.....	.....	.....	.....	5·30 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 258 miles 55 chains	.....	.....	.....	.....	4·64 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 263 miles 13 chains	.....	.....	.....	.....	4·64 feet do. do. do.
Per-centage done	.....	.....	.....	70·00	
Date of completion	.....	.....	.....	31st Oct. 1871.	
At 277 miles 43 chains	.....	.....	.....	.....	5·30 feet do. do. do.
Per-centage done	.....	.....	.....	80 00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
At 284 miles 70 chains	.....	.....	.....	.....	7·30 feet do. do. do.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
At 286 miles 61 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
Hoggry bridge—					
At 297 miles 14 chains	.....	.....	.....	.....	34·64 feet opening with wrought iron girder.
Per-centage done	.....	.....	.....	80 00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
At 285 miles 58 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
At 315 miles 65 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
At 327 miles 18 chains	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	
Toongabudra bridge—					
At 333 miles 51 chains	.....	.....	.....	.....	58·64 feet do. do. do.
Per-centage done	.....	.....	.....	80·00	
Date of completion	.....	.....	.....	31st Dec. 1871.	

MADRAS,
25th October 1871.

(Signed) B. ANDERSON,
Chief Engineer.

Proceedings of the Madras Government, Public Works Department, 6th December 1871.

MADRAS RAILWAY.

C.—*Progress Report of Stations on the North-West Line for the quarter ending 30th September 1871.*

Station.	A. Platform.	B. Passenger Buildings.	C. Goods' Shed.	D. Watering Arrangement.	E. Staff Quarters.	F. Engine Shed.	G. Small Items.	Remarks.
RAICHORE STATION.								
Per-centage done ...	70·00*	Finished.	90·00†	90·00‡	Finished.	70·00†	75·00	† Waiting for roof. * Covered platform-work stopped. ‡ Waiting for sanction of alteration proposed.
Date of completion ...	31st March 1872.	*Nil.*	31st March 1872.	31st March 1872.	*Nil.*	31st March 1872.	31st March 1872.	

MADRAS,
25th October 1871.

(Signed) B. ANDERSON,
Chief Engineer.

Proceedings of the Madras Government, Public Works Department, 6th December 1871.

Names of Bridges.	Foundations.	Abutments and Piers up to springing or girder level.	Arching or erection of girder.	Other Items.	Remarks.
At 11 miles 7 chains—Vonkah	.....	.....	.....	.....	4·64 feet opening with wrought iron girders.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 5 miles 29 chains—Vonkah...	.....	.....	.....	.....	Double 64 feet do. do. do.
Per-centage done	1	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 10 miles 11 chains – Vonkah	.....	.....	.....	.....	Do. do. do. do.
Per-centage done.	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 12 miles 3 chains—Vonkah...	.....	.....	.....	.....	Do. do. do. do.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 5 miles 68 chains—Vonkah...	.....	.....	.....	.....	3·50 feet do. do. do.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 6 miles 46 chains—Vonkah...	.....	.....	.....	.....	3·30 feet do. do. do.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 19 miles 4 chains—Venkah	.....	.....	.....	.....	4·64 feet do. do. do.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 21 miles 20 chains—Nullah	.....	.....	.....	.....	Single 20 feet arch.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 21 miles 76 chains—Nullah	.....	.....	.....	.....	Do. 12 do.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	
At 24 miles 46 chains—Nullah	.....	.....	.....	.....	Do. 9 feet opening with wrought iron girder.
Per-centage done	.....	.....	.....	.....	
Date of completion	.....	.....	.....	.....	

MADRAS,
25th October 1871.

(Signed) B. ANDERSON,
Chief Engineer.

MADRAS RAILWAY.

C.—Progress Report of Stations on the Neilgherry Branch Line for the quarter ending 30th September 1871.

Stations.	A. Platform.	B. Passenger buildings.	C. Goods' shed.	D. Watering arrangements.	E. Staff quarters.	F. Engine shed.	G. Small Items.	Remarks.
Tudialoor Station—								
Per-centage done	...	*Nil.*	...	...	*Nil.*		...	
Date of completion	...	...	...	...	...	...	...	
Karamady Station—								
Per-centage done	...	*Nil.*	...	...	*Nil.*		...	
Date of completion	...	...	...	...	...	...	...	

MADRAS,
25th October 1871.

(Signed) B. ANDERSON,
Chief Engineer.

D.—General Progress Report of Work in erecting and building Locomotive and Rolling Stock for quarter ending 30th September 1871.

	Number sanctioned.	Number erected up to 31st March 1871.	Number erected during current year. During quarter.	Number erected during current year. To end of quarter.	Building or under erection at end of quarter.	Arrived at Shop during quarter.	Arrived at Port during quarter.	Balance to arrive in Port.	Remarks.
Locomotives	126	126	.....	.....	.....	.....	.....	.....	
Tenders	106	106	.....	.....	.....	.....	.....	.....	
Sleeping carriages	4	4	.....	.....	.....	.....	.....	.....	
First class do.	22	15	.....	.....	.....	.....	.....	.....	
Second class do.	57	55	.....	.....	.....	.....	.....	.....	
Second do. do. brakes	5	.....	.....	.....	.....	.....	.....	.....	
Third do. do. do.	30	30	.....	.....	.....	.....	.....	.....	
Third do. do.	207	146	.....	.....	25	.....	.....	.....	
Cooly-class or covered carriages ...	25	25	.....	.....	.....	.....	.....	.....	
Third do. upper-storied carriages ...	2	2	.....	.....	.....	.....	.....	.....	
Composite carriages	31	26	.....	.....	.....	.....	.....	.....	
Night do. do.	16	6	.....	.....	.....	.....	.....	.....	
Engineer's Inspection carriage with brake	1	1	.....	.....	.....	.....	.....	.....	
Passenger luggage-vans	25	25	.....	.....	.....	.....	.....	.....	
Carriage trucks	30	20	.....	.....	.....	.....	.....	.....	
Horse-boxes	50	30	.....	10	10	.....	.....	.....	* Sanction received in Government Order Nos. 272 and 3,004, dated 22nd January and 12th December 1870, for conversion of two of these vehicles into Fire-engine trucks, 293 into high-sided open goods waggons and 10 into carriage trucks.
Ballast waggons	233	244	.....	.....	.....	.....	.....	.....	
Open-sided Goods' waggons ...	30	303	.....	.....	.....	.....	.....	.....	
Open Goods' waggons	50	*50	.....	.....	.....	.....	.....	.....	
High-sided open Goods' waggons ...	2,152	1,860	.....	.....	.....	.....	.....	.....	
[illegible] ...		[illegible]							
Road waggons with brake ...	25	22	.....	.....	.....	.....	.....	.....	
Covered Goods' waggons	75	†28	.....	.....	.....	.....	.....	.....	† Sanction received from Consulting Engineer No. 397, dated 14th May 1864, for conversion of three of these vehicles into road brake-waggons.
Coke waggons	360	‡410	.....	.....	.....	.....	.....	.....	
Timber trucks	150	144	.....	.....	.....	.....	.....	.....	
Gun-powder vans	3	3	.....	.....	.....	.....	.....	.....	
Oil Store-vans	3	3	.....	.....	.....	.....	.....	.....	
Water trucks	4	4	.....	.....	.....	.....	.....	.....	
Cattle waggons	35	35	.....	.....	.....	.....	.....	.....	
Platform trucks	.....	§6	.....	.....	.....	.....	.....	.....	‡ Sanction received in Government Order No. 3,004, dated 12th December 1870, for conversion of fifty of these vehicles into covered goods' waggons.
Goods' brake vans	69	41	19	19	.....	.....	.....	.....	
Road waggons	7	7	.....	.....	.....	.....	.....	.....	
Travelling cranes	4	4	.....	.....	.....	.....	.....	.....	
Fire-engine trucks	2	.....	.....	.....	.....	.....	.....	.....	
Buffer springs	.....	.....	.....	.....	.....	820	.....	.....	
Carriage and waggon springs ...	.....	.....	.....	.....	.....	819	.....	.....	
Draw springs	.....	.....	.....	.....	.....	.....	.....	.....	
Axles	.....	.....	.....	.....	.....	.....	.....	.....	
Wheels, pairs of ...	.....	.....	.....	.....	.....	.....	.....	.....	
Sets of iron work carriages ...	.....	.....	.....	.....	.....	.....	.....	.....	
Do. do. waggons ...	.....	.....	.....	.....	.....	.....	.....	.....	§ Sanction received from Consulting Engineer No. 397, dated 14th May 1864, for conversion of these six vehicles into timber-trucks.
	3,772	3,553	19	29	35	1,139	.....	.....	

PERAMBORE,
25th October 1871.

Certified as to the number sanctioned and to number erected.

(Signed) F. CHURCH,
Chief Auditor.

(Signed) W. B. WRIGHT,
Locomotive Superintendent.

Proceedings of the Madras Government, Public Works Department, 6th December 1871.

No. 94. ORDER THEREON, 6th December 1871, No. 3,079.

RAILWAY, No. 18.

ORDERED that these papers be forwarded to the Government of India.

(True Extract.)

(Signed) J. CARPENDALE, Colonel, R.E.,
Secretary to Government.

No. 95.

DOCKET No. 3,080, dated 6th December 1871.

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

3

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 485

From *Major H. L. Prendergast R.E.*
Ag Consulting Engineer for Railways,

To *Colonel J. Carpendale R.E.*
Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

I have the honour to forward for submission to the Government of India the report of progress made in the construction of the Madras Railway for the quarter ended 30th September 1871 accompanied by a brief descriptive report.

I

I have the honour to be,
Sir,
Your most Obedt Servt

Madras
7th Novr
1871

Alex Pendergast Major R.E.
Asst Cons Engr for Railways

P. Dr. 8366/71

A. Madras Railway. A 41

General Progress Report of works on the Northern Line for the Quarter ending 30th September 1871.

Reference to Abstract	Details	Total Estimate: Indian Expenditure	Total Estimate: Value of English Stores	Actual Gross Expenditure: During Quarter	Actual Gross Expenditure: Total from Commencement to end of Quarter	Lines: Total	Lines: Finished	Lines: In Hand	Quantities: Total as per Estimate	Quantities: Executed during Quarter	Quantities: Executed to End of Quarter	Probable date: of Completion	Probable date: By which the Railway can be Used for Traffic	Remarks
I	Preliminary Expenses													
II	Land													
III	Construction of Line	25,151	4225	11,418	11,418	36	4	32						
	Earthwork { cutting & Embankments / Tank cutting													
	Small Bridges													
	Large Bridges as per statement K	25.151	4225	11,418	11,418	36	4	32				31st Dec/71		
	Fencing													
	Other items													
IV	Ballast & Tramway													
	Ballast { Collected / Spread													
	Rails { Fitted / Chairs on / Indifferent													
	Keepers { Fitted / Laid / Indifferent													
V	Stations & Buildings as per statement C	357083	139879	15024	232741	46	15	31.						
	a. Platforms	27204	8602	316	28871	2	1	1						
	b. Passenger buildings	36357	2738	501	34926	4	1	"						
	c. Goods Sheds	38746	12120	1305	25556	3	1	2						
	d. Watering Arrangements	11106	4533	4	9470	1	"	1				31st March/72		
	e. Station Quarters	89456	"	9009	65286	12	9	8						
	f. Engine Shed	51338	23840	431	30444	2	"	2						
	g. Small Items	10286	8048	3458	6414	17	"	17						
VI	Telegraph													
VII	Signals													
VIII	Rolling stock as per statement L													
IX	Maintenance	469890	"	16944	357054									The expenditure on establishment is included in the South East Line return
X	Establishment													
XI	Contingencies													

Madras Railway Co.
Chief Engineer's office
25th Oct 1871.

Thomas Smith
Dy Chief Engineer

G. K. Walker Lt. R.
Secretary

Guelph Archer
Chief Engineer

P. W. 533/71

A

Madras Railway

A

General Progress Report of works on the South West Line for the Quarter Ending 30th September 1871.

Reference to Abstract Estimate	Details	Total Estimate Original Expenditure	Total Estimate Value of English Store	Actual Original Expenditure During Quarter	Actual Original Expenditure Total from commencement to end of Quarter	Number Total	Number Finished	Number In Hand	Quantities Total as per estimate	Quantities Executed during Quarter	Quantities Executed to end of Quarter	Probable date Of Completion	Probable date By which the Portion can be laid with ease	Remarks
I	Preliminary Expenses													
II	Land													
III	Construction of Line													
	Earthwork { In cutting & embankments	14186	12317	4194	7742									
	Rock cutting													
	Small Bridges					No 13 miles 10	No 1 m. ch. 9.28 3/4	No 12 ch. 51/4				31st Dec/71	—	
	Large Bridges											31st Dec/71		
	Fencing	7300	1193	4000	4000									
	Other items	6886	11124	194	3742									
IV	Ballasting & Permanent Way													
	Ballast { Collected													
	Spread													
	Rails { Lifted													
	Linked in													
	In Depot													
	Sleepers { Lifted { Iron													
	Wood													
	Laid { Iron													
	Wood													
	In Depot { Iron													
	Wood													
V	Stations & Buildings as per Statement C	31685	1445	11986	18784	6	1	5						
	a Platforms													
	b Passenger buildings													
	c Goods-shed	5182		682	2218	2	1	1				31st Dec/71	—	
	d Watering Arrangements													
	e Staff Quarters													
	f Engine Shed													
	g Small Items													
VI	Telegraph	26503	1445	11304	16566	4	"	4				not known	—	
VII	Plant													
VIII	Rolling stock vide Statement D	12000		1154	1154									
IX	Maintenance			6935	35112									
X	Establishment	310000												This includes the expenditure for the North West Line establishment.
XI	Contingencies	12000		73373	14706									

Madras Railway Co
Chief Engineers Office
25th October 1871

Chr. Addison
Ch. Auditor

G. P. Walker Lt. Col.
Chief Engineer

Brassfield Anderson
Chief Engineer

P.S-3356/71

B

Madras Railway

Progress Report of Large Bridges on the South Line for the Quarter ending 30th September 1871.

B

Names of Bridges	Foundations	Abutments and piers up to springing or girders laid	Arching or erection of girders	Other items Hand Railings	Remarks
Palar Bridge at M. Ch. 106. 21 a Percentage done b Date of completion					14-32 ft and 5-63 ft openings with wrought iron girders
At 112 Miles 38 chains a Percentage b Date of completion				Finished	5-20 ft opening with wrought iron girders
At 125 Miles 71 chains a Percentage done b Date of completion				95.00 31st October/71	12-31 ft do do do do
At 175 Miles 20 chains a Percentage done b Date of completion				95.00 31st October/71	2-20 ft & 2-30 ft do do do do
At 175 Miles 64 chains a Percentage done b Date of completion				90.00 31st October/71	2-50 ft openings do do do do
Cauvery Bridge at 241 Miles 40 chains a Percentage done b Date of completion				90.00 31st October/71	2-62 ft & 20-64 ft openings do do
At 242 Miles 53 chains a Percentage done b Date of completion				94.00 31st October/71	5-20 ft openings do do do do
At 334 Miles 28 chains a Percentage done b Date of completion				94.00 31st October/71	3-80 ft do do do do
Thoothukudi Bridge at 373 Miles 59 chains a Percentage done b Date of completion				35.00 31st October/71	12-62 ft do do do do
At 385 Miles 56 chains a Percentage done b Date of completion				35.00 31st October/71	5-20 ft do do do do
Tirnoor Bridge at 387 Miles 60 chains a Percentage done b Date of completion				35.00 31st October/71	5-70 ft do do do do
At 395 Miles 23 chains a Percentage done b Date of completion				35.00 31st October/71	3-70 ft do do do do
Kuddlehoondy Bridge at 403 Miles 22 chains a Percentage done b Date of completion				35.00 31st October/71	20-70 ft do do do do

Madras Railway Co.
Chief Engineers office
25th October 1871

Certified Accurate
Chief Engineer

D.

General Progress Report of Work in Erecting and Building Locomotive and Rolling Stock

for Quarter ending 30th September 1871.

	Number Sanctioned	Number Erected up to 31st March 1871	Number Erected during Current Year. During Quarter	Number Erected during Current Year. To end of Quarter	Building at end of preceding Quarter.	Arrived at Ship during Quarter	Arrived at Port during Quarter.	Balance to Arrive at Port.	Remarks.
Locomotives	126	126							
Tenders	106	106							
Sleeping Carriages	4	4							
1st Class	22	15							
2d "	57	33							
2d " Brakes	5								
3d "	30	30							
3d "	207	146				25.			
Cooly Class or Covered Carriages	25	25							
3d Class Open Horid Carriages	2	2							
Composite Carriages	31	26							
Night Composite Carriages	10	6							
Engineers Inspection Carriage with Brake	1	1							
Passenger Luggage Vans	25	25							
Luggage Trucks	30	20							
	50	30		10	10				
High Sided Open Goods Waggons	50								
High Open Goods Waggons	2152	1860							
Road Waggons with Brake	5	5							
Covered Goods Waggons	25	22							
Coke "	175	28							
Timber Trucks	360	410							
Gun Powder Vans	150	144							
Oil Store "	3	3							
Water Trucks	3	3							
Cattle Waggons	4	4							
Platform Trucks	35	35							
Goods Brake Vans		6							
Road Waggons	69	41	19	19					
Travelling Cranes	7	7							
Fire Engine Trucks	4	4							
Buffer Springs	2					820			
Carriage and Waggon Springs						319			
Draw Springs									
Axles									
Wheels Pairs of									
Sets of Iron Work Carriages									
" " Waggons									
	3772	3553	19.	29.	35.	1139.			

Certified as to the number sanctioned and to number erected.

Locomotive Superintendent

Chief Auditor

25th October 1871

* Sanction received in Government Order No. 272 and 3004 dated 22d January and 12 December 1870 for Conversion of three of these Vehicles into Fire Engine Trucks. 292 into High Sided Open Goods Waggons. 10 into Carriage Trucks.

⊕ Engineers No. 397 dated 4th May 1864 for Conversion of three of these Vehicles into Road Brake Waggons.

⊙ Sanction received in Government Order No. 3004 dated 12th December 1870 for Conversion of fifty of these Vehicles into Covered Goods Waggons.

⊕ Sanction received from Consulting Engineers No. 397 dated 4th May 1864 for Conversion of these Six Vehicles into Timber Trucks.

Madras Railway Company
Chief Engineer's Office
Madras 26th October 1871.

1405.

Brief descriptive report submitted with progress report for quarter ending 30th September 1871.

South West Line

Large Bridges. The expenditure under this head is due to the footpaths and hand rails which are now being put on to the most important girder bridges to facilitate their inspection in stormy weather.

Fencing. This refers to the wire fencing now being erected along 5 miles of the line between Shoranoor and Perungadi in consequence of failure of the Aloe fence at that locality.

Goods Shed. Under this heading are included the Goods Godowns and Platforms at Budgoody Station and the Salt Godown at Colar Road.

Small items: These consist of an extra siding at Colar Road, Boundary wall and stables, and alteration to Platforms at new Central Station Madras.

North West Line

Large Bridges Platforms: See Large bridges South West Line.

Passengers Buildings. This refers to the station house platforms and covered platforms at Ruchore Station.

Goods Shed. These include the Station houses, European and Native Urinals, Refreshment Room and Godowns at Ruchore Station.

Watering arrangements. The Goods shed and Platforms, also the Salt Godown at Ruchore are referred to under this heading.

These include the following works at Ruchore, viz: Work out cock in Engine Shed, well staging, Water Columns, Piping and laying-do-

and Tank Houses.

Staff Quarters.

Under this item are included the following buildings at Raichore. viz Staff Bungalow, Station Master's Bungalow, Apothecary's, Double Engine Drivers, Single Engine Drivers, 2 Firemen's, Telegraph Signallers, Guards and Permanent Way Inspector's Bungalow; also P. Way Inspector's Bungalow at Poody and Baly, Guard's Barracks at Cuddapah. Telegraph Signaller's Bungalow at Gooty and Bellary Branch Junction, Permanent Way Inspector's Bungalow at Goondacul and Bellary, and Station Master's Bungalow at Adoni-

Engine Sheds.

At Raichore are the works referred to.

Small items.

Under this heading are included the following works at Raichore viz. Shear legs. Double Engine Pit. 2 Blowing off Pits. Engine Turntable. Carriage Turntable, weigh Bridge, 6 Scotch Blocks, 8 Signals, Miscellaneous Works. Weigh bridge Office. Deputy Post Master's Bungalow and Cash Godown, also Signals at Goondacul Junction, Level crossing at Cuddapah. Extra Siding at Adoni. Post Office at Goondacul and Engineer's Stores and Workshop at Bellary.

Kalpherry Branch.

Earthworks.

This item refers to Earthworks in Cutting and Embankments.

Small Bridges. Large Bridges.

Under these headings the Expenditure on Excavation of Foundations and on Masonry is included.

Fencing.

The Expenditure on Ditch and Mound fencing 8 M.S. and 10 M.S. hills and on planting and watering aloes at the 21 M.S. Mile is included under this head.

Other items.

This item includes Engineer's out-bungalow, Engineer's office, making Petty Road, contingent Establishment and extra Earthwork in Extra drains.

Permanent Way.

Under this head are the charges for loading and stacking Permanent way materials.

Passenger Buildings.

This item refers to the Station houses and Native Vessels at Kareemdy and Judicial Stations.

Small items.

Under this heading are included all the miscellaneous works at Kareemdy and Judicial Stations.

Yours Respectfully
Sd. Beresford
Chief Engineer.

True Copy
W. H. Lucas
Agent & Manager.

Comptroller.

c

Madras Railway

Progress Report of Stations on the Nellgherry Branch for the Quarter ending 30th September 1871.

Stations	a Platform	b Passenger Buildings	c Goods Shed	d Watering arrangements	e Staff Quarters	f Engine Shed	g Small items	Remarks.
Judicaloor Station								
Percentage done		Nil			Nil			
Date of completion								
Karamady Station								
Percentage done		Nil			Nil			
Date of completion								

Madras Railway Co.
Chief Engineers office
25th October 1871

Blissfield Architect

P.W. 5.3.56/21.

B 65-1/2

Madras Railway

B

Progress Report of Large Bridges on the Neilgherry Branch Line from 0 Mile to 25 Miles 28 chains for the Quarter ending 30th September 1871

Names of Bridges	Foundations	Abutments & Piers up to springing of girder level	Arching or erection of girder	other items	Remarks
At 11 Miles 7 chains Vonkah					4-64 ft Opening with wrought iron girders
Percentage done					
Date of completion					
At 5 Miles 29 chains Vonkah	"	"	"	"	Double 64 ft do do do
Percentage done					
Date of completion					
At 10 Miles 11 chains Vonkah	"	"	"	"	do do do do
Percentage done					
Date of completion					
At 12 Miles 3 chains Vonkah	"	"	"	"	do do do do
Percentage done					
Date of completion					
At 5 Miles 68 chains Vonkah	"	"	"	"	3-50 ft do do do
Percentage done					
Date of completion					
At 6 Miles 46 chains Vonkah	"	"	"	"	3-30 ft do do do
Percentage done					
Date of completion					
At 14 Miles 4 chains Vonkah	"	"	"	"	4-64 ft do do do
Percentage done					
Date of completion					
At 21 Miles 20 chains Nullah	"	"	"	"	Single 20 ft arch -
Percentage done					
Date of completion					
At 21 Miles 76 chains Nullah	"	"	"	"	do 12 ft do
Percentage done					
Date of completion					
At 24 Miles 46 chains Nullah	"	"	"	"	do 9 ft opening with wrought iron girder
Percentage done					
Date of completion					

Madras Railway Co.
Chief Engineers office
25th October 1871

Wm. Brunfield Chetwode
Chief Engineer

67

P.W. 5-356/71

A

General Progress Report of Work Done on the Madras Railway

Length of Line for the Quarter ending 30th September 1871

Reference to Head of Estimate	Details	Total Estimate: Indian Expenditure	Total Estimate: Value of English Stores	Actual Indian Expenditure: During Quarter	Actual Indian Expenditure: Total from Commencement to End of Quarter	Quantities: Number Ordered	Quantities: In Hand	Quantities: Total as per Estimate	Quantities: Executed during Quarter	Quantities: Executed to End of Quarter	Quantities: Portway: Total arrived in Port	Quantities: Portway: arrived in Port during Quarter	Probable date: of Completion	Probable date: by which the Portways could be cleared if urgently required	Remarks
I	Preliminary Expenses	"	"	"	109574										
II	Land	"	"	"	"										
III	Construction of Line														
	Earthwork { In cutting & Embankments	792152	97230	82332	156832	"	"	Cubic Yards 822030	C'ed. 273426	C'ed 273426	"	"	31st March/73.		
	Earthwork { Rock cutting	226058	"	52731	53206			822030	273426	273426			31st March/73		
	Small Bridges	207046	20375	23843	23843	C	100								
	Large Bridges	193853	76855	1012	1012	C	10						31st March/73.		
	Fencing	36681	"	882	882	"	"						31st March/73		
	Other items	128514	"	38644	77890	"	"						31st March/73		
IV	Ballasting & Portway	271108	65883	6372	12177										
	Ballast { Collected	65700	"	4059	4059	"	"						31st March/73		
	Ballast { Spread														
	Rails. { Lifted. Iron										Rails 10901	Rails 83			
	Rails. { Lifted. Wood	205408	65883	2313	8718								31st March/73		
	Rails. { Laid. Iron										Pot Sleepers 59464	"			
	Rails. { Laid. Wood														
	Rails. { In Depot. Iron														
	Rails. { In Depot. Wood														
V	Stations & Buildings as per Statement C. 3	24106	14341	212	212								31st March/73		
	a Platforms	4973	"	"	"										
	b Passenger buildings	9661	1343	137	137								31st March/73		
	c Goods shed	"	"	"	"										
	d Water arrangements	"	"	"	"										
	e Station Masters	"	"	"	"										
	f Signal Posts	"	"	"	"										
	g Miscellaneous	"	"	"	"										
VI	Telegraph	9472	12998	75	75										
VII	Plant	"	"	"	"										
VIII	Rolling Stock As per Statement D	1477	"	C. 15. 0	C. 15. 0										
IX	Maintenance	83366		"	"										
X	Establishment			5056	15729										
XI	Contingencies	"													

Madras Railway Co
Chief Engineers office
25th October 1871

Thomas Brunton

J. R. Walker Lieut R.E.

Bidwell Architect
Chief Engineer

C

Madras Railway

Progress Report of Stations on the North West Line for the Quarter ending 30th September 1871

Station	a Platform	b Passenger buildings	c Goods shed	d Watering arrangements	e Staff Quarters	f Engine shed	g Small items	Remarks
Raichore Station								
Percentage done	70.00 x	Finished	99.00 *	90.00 o	Finished	70.00 *	75.00	* Waiting for roof
Date of completion	31st March/72	Nil	31st March/72	31st March/72	Nil	31st March/72	31st March/72	x Covered platform work stopped
								o Waiting for sanction of alteration proposed

Madras Railway Co
Chief Engineers office
25th October 1871

Blenfield Architect &
Chief Engineer

B. Madras Railway B.

Progress Report of Large Bridges on the North East Line for the Quarter ending 30th September 1871.

Names of Bridges	Foundation	Abutment & pier up to springing or girder level	Arching or erection of girders	Other items Sand Packing	Remarks.
Miles 28 chains					
Percentage done			½	7 —	5-20 ft Opening with masonry
Date of completion	"	"	"	—	
Miles 36 Chains					
Percentage done	"	"	"	Finished ✓	5-47 ft ___ do ___ do ___
Date of completion	"	"	"	—	
Miles 75 chains					
Percentage done	"	"	"	90. 00 ✓	
Date of completion	"	"	"	31st October/71	8-20 ft ___ do ___ do ___
Main Bridge at 135 Miles 5 chains				—	
Percentage done	"	"	"	90 00	
Date of completion	"	"	"	31st October/71	38-64 ft ___ do ___ do ___
Miles 2 chains				—	
Percentage done	"	"	"	—	
Date of completion	"	"	"	Finished ✓	2-62'-10" ___ do ___ do ___
Miles 32 chains				—	
Percentage done	"	"	"	—	
Date of completion	"	"	"	Finished ✓	5-30 ft ___ do ___ do ___
Edapak Bridge at 162 Miles 6 chs.				—	
Percentage done	"	"	"	Finished ✓	8-60 ft ___ do ___ do ___
Date of completion	"	"	"	—	
Maranka Bridge at 6 - Miles 6 chs.				70. 00	
Percentage done	"	"	"	31st October/71	9-51 ft-10 3/4" do. ___ do ___
Date of completion	"	"	"	—	
1/2 Miles 56 chains				70. 00	
Percentage done	"	"	"	31st October/71	9-30 ft ___ do ___ do ___
Date of completion	"	"	"	—	
				70. 00	
				31st October/71	

Names of Bridges	Formation	Abutments piers & Springing of Arches	Stiching or erecting of Girders	Other Iron Work Railings	Remarks
Pampagnee Bridge at 174 Miles 74 Chs					20-70 ft Opening with weighting on Arch
Percentage done				70.00	
Date of Completion				31st October 1791	
1st 179 Miles 74 Chs					5-50 ft Opening do do
Percentage done				70.00	
Date of Completion				31st October 1791	
1st 179 Miles 34 Chs Jerzeeiepaur Bridge					28-16 ft do do do
Percentage done				70.00	
Date of Completion				31st October 1791	
1st 181 Miles 49 Chs Matagopulla					7-49 ft do do do
Percentage done				70.00	
Date of Completion				31st October 1791	
1st Miles 4 Chs					3-30 ft do do do
Percentage done				70.00	
Date of Completion				31st October 1791	
1st 20 Miles 20 Chs					3-31 ft 3 1/2 do do do
Percentage done				70.00	
Date of Completion				31st October 1791	
1st 20 Miles 24 Chs					3-30 ft do do do
Percentage done				70.00	
Date of Completion				31st October 1791	
1st 210 Miles 38 Chs Cittracully Bridge					40-10 ft do
Percentage done				70.00	
Date of Completion				31st October 1791	
1st 215 Miles 30 Chs					4-30 ft do do do
Percentage done				70.00	
Date of Completion				31st October 1791	
1st 231 Miles 32 Chs Jalaa Bridge					4-64 ft do do do
Percentage done				70.00	
Date of Completion				31st October 1791	

Names of Bridges		Sonnsation	Abutments & piers up to springing of girder Bed	Arching or erection of girders	other items Hand Railings	Remarks.
At 232 Miles 22 chs.						2-64 ft Openings with wrought iron girders
	Percentage done	"	"	"	70.00 —	
	Date of completion	"	"	"	31st October/71	
At 233 Miles 48 chs	Penair Bridge					24-64 ft — do — do — do
	Percentage done	"	"	"	70.00 —	
	Date of completion	"	"	"	31st October/71	
At 238 Miles 11 chs						6-30 ft — do — do — do
	Percentage done	"	"	"	70.00 —	
	Date of completion	"	"	"	31st October/71	
At 245 Miles 30 chs.						3-30 ft — do — do — do
	Percentage done	"	"	"	70.00 —	
	Date of completion	"	"	"	31st October/71	
At 248 Miles 36 chs.						4-64 ft — do — do — do
	Percentage done	"	"	"	70.00 —	
	Date of completion	"	"	"	31st October/71	
At 248 Miles 60 chs						2-64 ft — do — do — do
	Percentage done	"	"	"	70.00 —	
	Date of completion	"	"	"	31st October/71	
At 257 Miles 72 chs						5-30 ft — do — do — do
	Percentage done	"	"	"	70.00 —	
	Date of completion	"	"	"	31st October/71	
At 258 Miles 55 chs						4-64 ft — do — do — do
	Percentage done	"	"	"	70.00	
	Date of completion	"	"	"	31st October/71	
At 263 Miles 13 chs.						4-64 ft — do — do — do
	Percentage done	"	"	"	70.00	
	Date of completion	"	"	"	31st October/71	
At 277 Miles 43 chs						5-30 ft — do — do — do
	Percentage done	"	"	"	80.00	
	Date of completion	"	"	"	31st December/71	

Names of Bridges	Foundation	Abutment & piers up to Springing or girder level	Arching or erection of girders	Other items. Hand Railings.	Remarks.
284 Miles 70 chs.					7-30 ft opening with wrought iron girders
Percentage done	"	"	"	80.00	
Date of completion	"	"	"	31st December/71	3-30 ft do do do do
286 Miles 61 chs.					
Percentage done	"	"	"	80.00	
Date of completion	"	"	"	31st December/71	34-64 ft do do do do
287 Miles 14 chs Huggy Bridge					
Percentage done	"	"	"	80.00	
Date of completion	"	"	"	31st December/71	3-30 ft do do do do
285 Miles 58 chs					
Percentage done	"	"	"	80.00	
Date of completion	"	"	"	31st December/71	3-30 ft do do do do
315 Miles 66 chs					
Percentage done	"	"	"	80.00	
Date of completion	"	"	"	31st December/71	3-30 ft do do do do
291 Miles 18 chs					
Percentage done	"	"	"	80.00	
Date of completion	"	"	"	31st December/71	58.64 ft do do do do
Cahurra Bridge at 333 Miles 57 chs.					
Percentage done	"	"	"	80.00	
Date of completion	"	"	"	31st December/71	

Madras Railway Co.
Chief Engineers Office
25th October 1871

Signed Arbuthnot
Chief Engineer

85

P. W. 5335 b/71.

P. W. 5335 b/71.
Prob. Dec. 7/71 Ld. L. 93. —

6 Madras. Railway. 6

57

Progress Report of stations on the South West Line for the Quarter ending 30th September 1871.

Stations	a Platforms	b Passenger Buildings	c Goods-shed	d Watering arrangements	e Staff Quarters	f Engine Shed	g Small Items	Remarks.
		Nil			Nil			

Madras Railway Co.
Chief Engineers Office
25th October 1871

Wm. Ford Andrews
Chief Engineer

Public Works 1871 Department
Pm: of Fort St George
Railway Department.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort St. George.

Dated 7/11
Received 10/11 November 1871.

No. 485.
Encls: 11.

Submitting the
report of progress made
in the construction of the
Madras Railway for the
Quarter ended 30th Septr 71.

No 3080 dated 6th Dec 71

To the Govt of India
Rlys Dept
Simla

Copy of the above
Copy of the Encls
Copy of the Govt Order thereon
Copy of the Papers the Govt ordered

No 93

5356.

Govt. of {1871} Madras.

PUBLIC WORKS.

To The Agl Consulting Engr for Railways and To The Secretary to the Govt of India

Dated

Recd. Encl. //

G. O., 6th Dece 1871. N 3079-3088.

Nos. 93-94 995

(Order)

Madras Railway for the quarter Ending 30th September 1871-

Progress Report of Construction on the Madras Railway for the quarter Ending 30th Septr 1871, forwarded to the Govt of India

(Letter)

Forwarding the Progs Report of Construction